



City of Seattle

Mike McGinn, Mayor

Seattle Freight Advisory Board

Anne Goodchild, Chair

Alon Bassok, Vice Chair

Warren Aakervik

Linda Anderson

Cliff Bates

Bari Bookout

Eric Candelaria

Terry Finn

Chris Martin

Mike Sheehan

Bob Viggers

Cameron Williams

The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

Seattle Freight Advisory Board Meeting Minutes

Date/Time: September 20, 2011 / 9:30 a.m. – 11:30 a.m.

Location: Seattle City Hall, L280

Members Present: Warren Aakervik, Linda Anderson, Alon Bassok, Bari Bookout, Terry Finn, Anne Goodchild, Chris Martin, Mike Sheehan, Bob Viggers

Guests Present: Neal Komedal (Seattle Bicycle Advisory Board), Thomas Noyes (WSDOT), Jodie Vice (Cleanscapes), Dan Graynski (Fehr and Peers)

City Staff Present: Charles Bookman, Cristina VanValkenburgh, Peter Hahn, Mary Rutherford, Chris Eaves, Adiam Emery, Abigail Rudell, Kristen Simpson, Ruth Harper (all Seattle Department of Transportation), Jerry Suder (Department of Planning and Development)

1. Welcome and Introductions

Board members, city staff, and other attendees introduced themselves.

2. Public Comment

There was no public comment.

3. Approval of Minutes

Mike Sheehan made a motion, and Terry Finn seconded, to approve the August meeting minutes.

4. Chair's Report and Announcements

Anne Goodchild chaired the meeting. She recently attended a meeting of the chairs and vice chairs of the pedestrian, bicycle and freight advisory boards. She reminded members that one of the duties of the FAB is to write an annual report. She also mentioned that some other boards have annual retreats and asked members to think about whether this would be useful for the freight board.

There was further discussion about the budget process and what the board can do to ensure that funds are allocated for a freight master plan. The board decided to write a letter in support of funding for a plan, and the board will also write a joint letter with the pedestrian and bicycle boards supporting planning in general.

Bari Bookout will continue to incorporate changes to the letter the board is writing in support of the proposed container terminal amendment to the Comprehensive Plan.

Warren Aakervik noted that it should include support of the fishing industry that needs to transport goods north of Pier 46.

5. Development Review

Agenda items #5 and #6 were reversed, with the discussion on development review going first. Jerry Suder from the Department of Planning and Development (DPD) started the discussion by describing DPD's review of development proposals. For some types of projects, this includes a requirement for a certain number of loading berths on-site. This requirement is part of the land use code, and depends upon the use, intensity and size of the project. The requirement kicks in for new structures, not for redevelopment projects. For some projects, environmental impact analysis may be required under the State Environmental Policy Act (SEPA), which includes identifying impacts and mitigation measures.

Anne Goodchild asked about the specific definition and size of loading bays. A loading berth is a parking space for trucks that are between 35' and 55' long and 14' high. The developer can decide at what angle to put the berth relative to the street. Warren Aakervik pointed out that some angles make it easier for trucks to access the bay without affecting traffic, and asked whether the City should require these angles? Chris Martin noted that we can't always have ideal conditions in a developed urban environment. More restrictions can be even harder for commerce. Linda Anderson suggested that the City could provide a "best practices" for freight, and agreed that additional regulations are not desired.

Mary Rutherford from SDOT stated that SDOT gets involved with projects when the zoning code requires improvements in the public right-of-way. There are guidelines and design standards to help in this process. Chris Eaves of SDOT stated that SDOT looks at details of how freight will access a new development, and what impacts it might have on conditions in the public right-of-way.

6. Board Member Presentation

Chris Martin, founder and president of CleanScapes, gave the first presentation in what is planned to be a series of opportunities for the board to learn more about each member's business.

Mr. Martin gave an overview of CleanScape's history and operations. CleanScapes was founded in Seattle in 1997 to provide exterior cleaning services to Seattle businesses and neighborhoods. In 2002, they added solid waste collection with innovative "Dumpster Free Alley" model of commercial collection. Between 2008 and 2011, they added solid waste services for the cities of Shoreline, Seattle and Des Moines.

One challenge is that because of costs and regulations, waste is not always taken to the closest transfer or processing facility. Another challenge is sharing the road with other modes. He gave an example of new bicycle facilities on the South Lucille Street bridge affecting truck traffic. (Peter Hahn said that SDOT would investigate this and get back to

the board—see follow-up below.) In general, Mr. Martin said that better planning and interaction is needed between bikes and trucks.

Anne Goodchild suggested that just as people get educated by truck tours, they could be educated by bike tours. Both modes can learn from each other. Linda Anderson suggested that educational materials could be developed to show bikers where the blind spots are on trucks.

Follow up from SDOT on the South Lucille Street bridge: This section of South Lucille Street (between Airport Way S and 15th Av S, crossing I-5 and the railroad tracks) has two general purpose lanes (one in each direction), and a sidewalk on the north side of the structure. There is not a separate pedestrian bridge. In 2009, SDOT restriped the roadway and it now has a bicycle lane on the south side (where traffic is traveling uphill) and sharrows on the north side (where traffic is traveling downhill). On the south side, the bicycle lane allows traffic, including truck traffic, to pass slow-moving bicyclists as they climb the hill. On the north side, the downhill grade allows cyclists to travel at the speed of motor vehicles in the lane with sharrows. The south vehicle lane is 14 to 15 feet wide in the curving sections and 10 feet in the straight sections. No signs were removed as part of the restriping, and SDOT added two “yield to peds” signs to remind cyclists who use the sidewalk of their obligation to yield to pedestrians.

7. Intelligent Transportation Systems and Construction Coordination

Adiam Emery describe SDOT’s intelligent transportation systems (ITS) program, which is intended to improve safety and mobility through the use of technology. SDOT’s ITS systems include:

- Incident Management
- Automated Operations (traffic responsive signal timing is currently on 3 corridors)
- Real Time Information.

The full presentation can be found at: <http://www.seattle.gov/sfab/documents.htm>.

Abigail Rudell described SDOT’s construction and planned event coordination and notification process. SDOT provides a two to three week look ahead for all planned construction and events. Two websites provide information:

- www.seattle.gov/transportation/constructionlookahead.htm
- www.seattle.gov/travelers

The full presentation can be found at: <http://www.seattle.gov/sfab/documents.htm>.

After these presentations, board members toured SDOT’s traffic management center (TMC). SDOT has more than 1,000 signals, and 700 are connected to the TMC. SDOT has 150 cameras throughout the city that can pan, tilt and zoom to allow staff in the TMC to view traffic flow in real time. Staff can adjust signal timing from the center if needed; it takes about 10 minutes to change the timing, but about 25 minutes for the actual traffic pattern to change.

8. Adjournment

The meeting adjourned at 11:35 am. The next meeting is scheduled for October 18, 9:30 a.m. to 11:30 a.m., Seattle City Hall Boards and Commissions Room L280.